

PROGRESS OF RAILWAYS.

The following statement shows the increase this half year for the twenty-one weeks just ended, as compared with those of the same period last year:	
Birmingham and Gloucester	17,200
Cheltenham and Gloucester	2,118
Edinburgh and Glasgow	2,060
Glasgow, Paisley, and Ayr	3,811
Grand Junction	19,282
Great North of England	9,410
Great Western	8,402
Liverpool and Manchester	11,710
London and Birmingham	11,401
London and Brighton	11,723
London and Croydon	4,429
Total increase on the above twenty-two railways for twenty-one weeks	279,942
The only decrease is on Glasgow and Caledonian, 1766.	

RAILWAY MEETING AT EDENDERRY (IRELAND).

A highly influential and numerous meeting of the inhabitants of Edenderry and its vicinity was held in the Town Hall, and was attended by the principal merchants and traders, as well as several farmers of the King's County.

The Marquis of Downes was in the chair.

The noble CHAIRMAN expressed the satisfaction he felt attending the meeting so numerously attended, as affording the best evidence of the interest which the question of railways in Ireland had excited, and when the vast importance and the enormous issue which had attended the introduction of the railway system in England was considered, no doubt could for a moment exist as to the advantages which would accrue from its extension to Ireland, while the most obvious reason why the feeling which was abroad should not extend itself to the King's county. Edenderry and the surrounding locality had been surveyed and reported upon by Captain Morrison (the engineer to the Irish Great Western Railway Company), to whose talents and abilities his lordship paid a well merited compliment, highly eulogistic of the merits of that gentleman. From the report submitted by Captain Morrison, it was evident that the tract of country near Nenagh on Rathangan, Edenderry, Tullamore, Clog, Moate, Athlone, and towards Galway was eminently calculated to advance the interests of the proprietors of the Irish Great Western Railway from Dublin to Galway, and most likely to secure one of the principal objects contemplated by that respectable proprietor—viz., rapid communication between the metropolis of Ireland and the capital of Connacht. He imagined these statements could not be controverted, and, therefore, the meeting would be justified in expressing approval of the line, and their determination to support the Irish Great Western Company, by whom it had been projected; the line connecting, as it would do, the most important commercial towns, and passing through the most fertile and productive agricultural districts between its extreme points, and holding out advantages to the district about Edenderry from the proposed Great Western line to Galway, leaving the Castle and Dublin Railway near Nenagh. The levels on the line surveyed by Captain Morrison were perfectly favourable, and the cuttings scarcely worth noticing, and, above all, the population resident in the vicinity of the district were most remarkable for good order, industry, and productive conduct, and, he might add with truth, in a flourishing condition. With regard to the extreme point, or provincial terminus—the town of Galway—it was so circumstanced by the bounty of Providence that it presented a stranger coming from the shores of America a port and harbour, which, perhaps, was not equalled, certainly not excelled, in the known world, and measures had been already taken by those interested in the prosperity of Galway to build a safety harbour on an extensive scale, with a pier to the town, and other public works of importance. Having repeated his conviction that the Irish Great Western Railway, in opening a direct communication between Galway and London, on the one side, and America on the other, would confer an immense benefit on that part of Ireland through which it would pass. He had no doubt Government would support it, and give the company all the assistance in their power. English and Scotch capitalists had embarked in the undertaking, and the landed proprietors were determined to contribute their aid to achieving its ultimate success; calculated, as it was, to convenience the public, and, at the same time, prove very remunerative to the shareholders. Tullamore, Clog, Killeggen, and Ballinasloe, had already declined in favour of the project. Galway, whose inhabitants were most deeply interested in establishing the first line of railway communication with the Irish metropolis, was well known to favour the Irish Great Western Company's undertaking. The noble chairman adverted to an apprehension on the minds of some of the humbler classes of society—viz., that the facilities afforded by railway communication, would cause considerable decrease of the trade carried on in these towns lying between the terminal, but there was not much weight to be attached to that apprehension. In conclusion, the noble chairman said, as the proprietor of the town in which we now stand, and the estate about it, the improvement of which has always been to me a matter of the most anxious consideration, because, independent of personal gain, the condition of my tenantry would thereby become annihilated, I cannot desist; the gratification of taking an active part in this measure. The company has my best wishes, and I pledge myself to leave nothing undone, as far as lies within my power, to forward their views and promote their wishes, because I feel that by so doing I shall confer a lasting benefit on the shareholders. The noble Marquis on resuming his seat warmly cheered.

F. L. DAWES, Esq., briefly proposed the first resolution, to the effect that the meeting were decidedly of opinion that the line proposed by Capt. Morrison, from the point of the Castle and Dublin Railway, near to the town of Nenagh, through Edenderry, Mullingar, Tullamore, Clog, Killeggen, Moate, Athlone, Ballinasloe, Loughrea, Gort, with the town of Galway, appears to be the line best adapted to the country.—J. NEALE, Esq., having seconded the motion, it was carried unanimously.

T. MURRAY, Esq. (the attorney) wished to inform the meeting that the line proposed by the Irish Great Western Railway Company had been declared by Sir John Macmillan to be the most direct and the best by far now for rail-road purposes, and could be constructed at the cost of about £100,000. Capt. Morrison had unhesitatingly declared he had never seen or given a line.—Dr. GRATTAN spoke in reference to the value of a direct railway communication between Dublin and Galway.

THOMAS GORMAN, Esq., expressed his opinion, that a railway from Dublin to Galway, by Edenderry, would be of great importance to all the towns through which it passes, opening up the fisheries of the Bay of Galway, Lough Corrib, the Lakes of Connemara and Mayo, all which had stagnated. The works of Lough Corrib would be finished in about twelve months, so that steamers could then ply from Mayo through Lough Corrib, thereby conveying the produce of those countries, together with wool from the great quantities which lie along the banks of Lough Corrib, and whose large quantities are shipped through the port of Galway for America and different parts of Europe.

Capt. T. Dawson proposed the thanks of the meeting to the Marquis of Downes, for his dignified speech while presiding over that numerous assembly, and for the great interest manifested by him in matters connected with the improvement of his country, which, having been seconded, was carried unanimously.

The noble CHAIRMAN rose to express his acknowledgments. Having thanked the meeting for the kind expression of their good will, he observed that he thought English and Irish interests had been too long neglected and passed by. He considered that present existing at a distance—in the states, country, and elsewhere—was too long unmoved (so far, perfectly ignorant of the advantages possessed by all parts of Ireland)—which only required to be known to induce due appreciation. The great benefit consists to arise from railway communication, and use of the objects of his Majesty's Government in re-establishing understandings of that character, was that every district of Ireland would attract public attention, and that every power in England would lend a helping hand in developing the resources with which it had passed. Previous to the late American war, but which, unfortunately, from one cause or another, had removed, almost up to the present moment, with our independence—causes which may significantly understand the Almighty intended should, some day or other, be brought out for the general advantage of the people. The noble chairman having all along expressed his confidence in the success of that great and important enterprise, begged to thank the meeting—whereupon the meeting adjourned.

SIR JOHN LAWRENCE (Lancaster and District) MASSON.—Sir John Kirkwood, Mr. W. H. Thomas (deputy chairman of the Chester and Birkenhead Railway), and Mr. R. Horace (of Liverpool), have been elected directors of the London and Dover Railway, in the place of General Morrison, Mr. Cawood, Mr. P. and Mr. E. Cawood, who have resigned; and Mr. F. Miles has been elected deputy-chairman of the board of directors in the place of Mr. P. Williams, who has also retired from the directors.

NEW YORK.—Mr. F. F. Morris (of New York) and a Correspondent—All use of the office, at Gloucester, a Mr. Fox, of Massachusetts, is making their headquarters, with every probability of perfect success.

RAILWAY.—BIRMINGHAM.—On Tuesday last, a signal train, consisting of one carriage only, attached to the engine, left the Paddington station of the Midland Union Line at 10 a.m. After several stops upon the line, and use of nearly half an hour's time in getting to Birming, the carriage arrived at the station of Birming at 12.15 p.m. The engine paid off at the station of Birming and started for Worcester. The engine could be seen to have made the journey from London to these towns in a half, had he not been overtaken by the luggage train of some of the road coaches, where the signals for passing were exhibited. The object of this extraordinary train was, to make the place, station, and books of reference, of the various projected lines of railway with which the Great Western Company is connected, to be deposited at the offices of the clerks of the peace for Gloucester and Worcester so that they may be best suited to the other purpose. After doing what was necessary here, the parties set off, past bath, for St. Asaph, in a steamer and boat—Futura Luminary.

WATERFORD AND KILKENNY RAILWAY.

Capital £100,000, in 12½ shares of £25 each.

Deposit £1 per share.

COMMITTEE IN IRELAND.

The Most Honorable the Marquess of ORMONDE, Chairman.
The Right Honourable the Earl of BIRMINGHAM.
The Right Honourable the Earl of BURKE, D.L.
The Right Honourable the Viscount DUNRaven.
E. H. STANNARD, Esq., Mayor of Kilkenny.
Thomas MORRISON, Esq., Mayor of Waterford.
W. H. ANDREW, Esq., Waterford.
Wm. PENNARD, Bishop, Kilkenny Abbey, county Tipperary.
Sir H. W. BAXTER, Bart., M.P., Belmont House, Waterford.
F. E. BUTLER, Esq., M.P., Lodge Park, Proctor.
Cuthbert BROWN, D.L., Jenkinstown, Kilkenny.
Dr. CALDER, Attorney of Kilkenny.
P. CONNELL, Esq., D.L., Connell, Thomastown, county Kilkenny.
SYDNEY DAVIS, Esq., Thomastown.
James OLIVER DUNN, Esq.
H. DE MONTFORT, Esq., D.L., Cashelmore, Knocktopher.
W. F. FINN, Esq., Tullow, Kilkenny.
W. H. GREENE, Esq., Ballyhoura, Kilkenny.
W. GRANGE, Esq., Kilkenny.
MR. H. LANGSTON, Bart., Knocktopher.
Sir F. LOFTUS, Bart., Mount Leix, Gorebridge.
John MCGRATH, Esq., Kilkenny.
W. MULWARD, Esq., Waterford.
V. MURPHY, Esq., Waterford.
John O'CONNELL, Esq., D.L., Killiney.
Henry RYAN, Esq., Killiney, Thomastown, county Kilkenny.
C. B. REAVY, Esq., Kilkenny, Kilkenny.
R. SMITHSON, Esq., Sandycove, Kilkenny.
M. WARREN, Esq., Sandycove, Kilkenny.
Thomas WYSE, Esq., M.P., The Strand, Waterford.

COMMITTEE IN LONDON.

George ANDERSON, Esq.
Charles BERRY BAXTER, Esq., M.P., D.L.
Thomas WENTWORTH BENTON, Esq.
George BERRY, Esq.
James OLIVER DUNN, Esq.
Edmund TURNER, Esq., M.P.
Alfred RUCKETT, Esq.
(With full power to add to their number).

DIRECTORATE.

The Bank of Ireland, the Provincial Bank of Ireland, the National Bank of Ireland, and their Directors.
Sir CLAUDIO SMITH, Bt., & Co.; Messrs. BAXTER, HAYWOOD, KENNEDY, & Co., London.
CONNAUGHT.—Captain W. B. MORRISON.
ARMSTRONG.—John VALENTINE, Esq.
ARCHIBALD.—Charles FREDERICK ANDREWS, Esq.
BACON.—T. MORRISON, Esq., South Square, Gray's Inn.
BACON.—W. WATERFORD.—Messrs. T. and J. EDWARD, 2, South Square, Gray's Inn.
BACON.—W. WATERFORD.—Messrs. ELLIOT and NEWPORT.
BACON.—W. WATERFORD.—MESSRS. J. and R. BACON.
BACON.—W. WATERFORD.—MESSRS. HARVEY, DUNROTH, Esq.
BACON.—W. WATERFORD.—MESSRS. HARRIS and CO.

The proposed line from Waterford to Kilkenny is thirty-two English miles in length. The total cost, including money for stone, stations, etc., will not exceed £100,000.

It will be perceived that the line is intended to meet the projected branch of the Great Western Railway from Gloucester to Fishguard the South Wales Rail, and that it must necessarily command a great portion of the traffic from the west of England, and, if extended to Dublin, will constitute Waterford one of the most important ports of the empire.

Power will be taken for the further extension of the line to the Irish metropolis, in the event of such a measure being rendered advisable.

The port of Waterford can be entered at all times of the tide by vessels of 1000 tons. The export trade of Waterford and the traffic between Waterford and Kilkenny is considerable, and is on the increase.

The exports of Waterford in 1843, amounted to the value of £1,621,260, and the imports to £1,4,154. At present the exports are made by the local authorities to exceed two miles, and the imports one mile, and a half.

At least one third of the exports from Waterford may be presumed to pass through the county of Kilkenny, and this traffic would necessarily receive a great stimulus by the construction of a line of rapid communication with the interior of the country.

The probability of a remunerative return from a railway, opening up a communication between Waterford and Kilkenny, with a view to its future extension to Dublin, will be enhanced by the adoption of the economical principle upon which it has been determined to construct the line, which insures a reduction of at least 20 per cent., on the ordinary investment.

The necessary plans and surveys, with all other preliminary arrangements, will be ready, on or before the 1st of January next, and the rate of 10 per cent. will be allowed to subscribers on their deposits until the railway is completed.

Subjoined is a statement of the present through traffic and probable profit.

Present traffic, over journeys of a day, forty passengers, at 10/- per head, 1000/- per annum, 100,000/- per annum, public institutions, at 10/- per ton.

Assuming an increase of only double the present traffic, we have 2000/- per annum, showing a double profit, after deducting 10 per cent. for working expenses, of 1000/-, or 10/- per cent. on the capital.

No subscriber will be responsible for more than the amount of his share.

The prospectus and the form of application the share may be had at the offices of the company, 4, Parliament Street, Westminster, and 60, New Broad Street, London; Messrs. W. and F. ATKINSON, Bt., Threemilestone Street, 18, Devonport, Esq., Kilkenny; SQUIRES, Elliott and Newport, Waterford; Mr. THOMAS MILLER, broker, Ballybrigg; Mr. J. H. OWEN, broker, Manchester; and the company's bankers.

FORM OF APPLICATION.

To the Proprietors Committee of the Waterford and Kilkenny Railway.—Gentlemen—I beg to inform you, that, having read the light slate of this part—viz., the Canal, the Elbow, and the Queen, I am fully convinced of the merit, and consider it peculiarly well suited for roads of this description, from its great strength, lightness, resistance of size, and the ready formation and reduction of these advantages being very important in roads exposed, as light roads must necessarily be at all times and seasons, in the fluctuations of wind and wave.

I am, Gentlemen, your obedient servant,

GEORGE SMITH, Esq., Secretary to the London Committee.

London, Nov. 20, 1844.

A USTRALASIAN, COLONIAL, AND GENERAL LIFE ASSURANCE AND ANNUITY COMPANY.

Capital £1,000,000, in 100 shares of £10 each.

DIRECTORS.

Edward BURNETT, Esq., F.R.S.
Henry BURKE, Esq.
Robert BRADLEY, Esq.
John Henry COPPER, Esq.
Colonel BAXTER.—Bank of Australia (incorporated by Royal Charter).

Physician.—P. PRYOR, Esq., M.D., 42, Pall Mall, Russell-square.

Architect.—Mount MAPLE, George, St. James's Street, and Co.

Surveyor.—EDWARD RILEY, Esq.

The advantages offered to INSURERS by the construction of this new line, that an entire passage is charged to the customer to any of the Australian colonies, except in New Zealand. Second, that no extra premium is charged to those who travel for the whole length of life, for one foreign voyage, and that premium may be paid and made payable to those who travel for two, three, four, five, six, or seven years, and, in consequence, the company offers unusually favorable rates of premium, participation in profits, and the guarantee of no single investment needed.

Proprietors and full subscribers may be had at the office of the company, No. 10, Pall Mall, opposite Drury Lane.

London, Dec. 20, 1844.

GREAT BRITAIN MUTUAL LIFE ASSURANCE, LTD., WATERLOO PLACE, PALACE WHARF, LONDON.

WILLIAM WILSON, Esq., Manager.

GREAT ANNUITIES OFFERED TO POLICYHOLDERS BY THIS COMPANY.

A large and interesting number of annuities offered by the trustees of the Great British and Foreign Life Assurance Association.

The whole of the PREMIUMS RECEIVED (excluding the MEMBERSHIP, after payment of the first premium) are hereby remitted to the trustees of the Great British and Foreign Life Assurance Association.

ANNUITIES PROVIDED AGAINST THE LOSS OF LIFE.

ANNUITIES PROVIDED AGAINST THE LOSS OF LIFE.

share shall be sent to each shareholder, subject, however, to any provision of the Deed of Settlement, or by-laws of the company.

Clause 43—Declares that the balance-sheets and auditors' report, so signed, shall be registered within fourteen days from the time of holding such meeting, at the office of registry.

Clause 44—Provides that every contract entered into on behalf of the company (except in cases where the consideration does not exceed £10), shall be in writing, and signed by two, at least, of the directors, and sealed or signed by an officer of the company, or are otherwise void; and that all contracts shall be entered by the secretary in a book kept for that purpose.

Clause 45—Provides for the acceptance of bills of exchange or promissory notes (whose authority is given by Deed of Settlement or by-laws) by two of the directors, and countersigned by the secretary, and that a report and copy of the same shall be made; the directors, or other parties representing the company, whose names may be attached to the bill, not to personally liable, except as shareholders of the company; and all proceedings thereto may be instituted on behalf or against the company, as is the case of any contract entered into under their common seal.

Clause 46—All instruments having the seal of the company affixed thereto must be signed by two, at least, of the directors.

Clause 47—Requires that all by-laws made shall be reduced into writing, and be under seal; and, further, that they be registered, until which they shall not be in force—such by-laws to be printed and circulated.

Clause 48—Enacts that a printed or written copy of such by-laws, having been duly registered, with the registry seal attached, shall be evidence in all courts of law.

Clause 49—Requires that a registry of shareholders shall be kept, with the names and addresses of the respective parties, and the number of shares to which they are entitled, with the amount of instalments paid on such shares.

Clause 50—Provides for the inspection of such registry by any shareholder without any charge; and in case of a copy being required, then that the same be furnished at a charge not exceeding £1 per 100 shares.

Clause 51—Requires that a certificate of registry shall be delivered to every shareholder on application for the same, and the same to be drawn up in form (Schedule I), for which a charge, not exceeding 1s., may be imposed.

Clause 52—Enacts that such certificates shall be deemed in all courts prima facie evidence of title; the absence of such certificates shall not prevent any disposal of shares or transfer being made.

Clause 53—Such certificates may be renewed or exchanged; or in case of the same being destroyed, another may be granted, which shall be duly certified.

Clause 54—Makes it lawful for sale and transfer of shares by "deed duly stamped," in which the full amount of the pecuniary consideration shall be truly expressed, which transfer must be in accordance with form set out in Schedule K, which deed or transfer shall be registered in the books of the company, and the entry endorsed on the instrument of transfer; no share to be transferred without all calls made having been previously paid, and until the transfer be duly registered no legal right acquired; the fee for entry and registration not to exceed 1s.

Clause 55—Enacts that in case of the non-payment of calls at the stipulated period, proceedings may be taken for the recovery of the same; and that upon evidence being afforded that the defendant was a holder of shares, on which the several call or calls remain unpaid, then that a verdict for the recovery of the same, with interest at 5 per cent. per annum, shall be given.

Clause 56—Provides that in all cases of joint proprietorship the name of the party standing first shall be held to be the proprietor, and qualified to vote, and to whom all actions shall be given.

Clause 57—Enacts that an index or abstract of the Deed of Settlement, approved by the registrar, with a list of the shareholders of the company, as also the names of the directors and officers of the company, and a copy of the by-laws, with the seal of the company affixed, shall be open to the inspection of the shareholders at all reasonable times; and in case of refusal, to permit the same to be inspected, a fine may be levied not exceeding 4s.

Clause 58—Enacts that all companies to which this Act applies, whether incorporated or not, must, within three months from Nov. 1, be duly registered, whereupon a certificate of registration shall be granted; but that such shall not be considered a certificate of complete registration—the return being made of the title and objects of the company, as also the place of business; and on such registry a certificate shall be given, free of any charge—but such certificate of registry shall not confer on the company any of the powers or privileges of this Act; and should the company not be duly registered within the stipulated time, then a penalty not exceeding £10, may be enforced.

Clause 59—Any existing company (insurance companies excepted) which may, from its constitution, be considered as being in compliance with the terms of the Act, or which may have fulfilled the conditions imposed thereby, shall be entitled to a certificate of complete registration—the return being made of the title and objects of the company, as also the place of business; and on such registry a certificate shall be given, free of any charge—but such certificate of registry shall not confer on the company any of the powers or privileges of this Act; and should the company not be duly registered within the stipulated time, then a penalty not exceeding £10, may be enforced.

Clause 60—Provides that such clauses as apply to companies formed after the 1st Nov., shall apply to companies formed since the passing of the Act.

Clause 61—Provides that existing companies, which may come under the provisions of the Act, shall not be relieved thereby from any liabilities they may have previously incurred.

Clause 62—Enacts that, if within five years from 1st November, 1864, a memorial be presented to the Board of Trade, with the object of altering or modifying any of the conditions of the Act, such application having been registered and duly advertised, the Board of Trade shall have full power to make such modifications or alterations as they may think fit, a return of which shall be severally made to Parliament.

Clause 63—Provides that nothing in this Act contained shall extend, or be construed to extend, to any partnership formed for the working of mines, minerals, and quarries, of what nature soever, on the principle commonly called the cost-book principle."

Clause 64—Provides that the Act shall not be construed to apply to anonymous partnerships in Ireland, formed under the Act passed in the Stat. and 3rd Geo. III., intituled "An Act to Promote Trade and Manufactures."

Clause 65—Provides, that in case any misrepresentation shall be made by the names of parties being improperly used as partners or directors, with the view to defraud, a penalty not exceeding £10, shall be enforced in all instances wherein such mis-statement may be made.

Clause 66—Enacts, that in all proceedings where judgment may have been obtained against the company—that if, after due diligence being used, it should appear that there are not sufficient assets to cover such judgment, &c., &c., proceedings may be taken against any shareholder for the sum being, &c., but such shall not affect parties who may have disposed of their shares three years antecedent to the order being made.

Clause 67—Enacts that shareholders sued or threatened against, as contemplated in the preceding clause, shall be entitled to recover from his co-proprietors proportion to their respective interests, or from the company as a body.

Clause 68—In the cases referred to in the preceding clause, it is provided that execution to be applied for by notice in one of the law courts, or by a Judge's warrant, after a notice having been given of not less than ten days.

Clause 69—Provides for the recovery of penalties by proceedings before the magistrate.

Clause 70—Relates to the appropriation of penalties inflicted.

Clause 71—Provides the same to be pursued in recovering penalties.

Clause 72—Provides for the compulsory attendance of witnesses.

Clause 73—Provides that proceedings for compulsory attendance must be within six months after the offence being committed.

Clause 74—Tendeas to amend Clause 73 within a given period.

Clause 75—Provides that no execution or other proceeding before justices under the Act shall be recovered by collectors.

Clause 76—Provides for the recovery of penalties, wholly or in part, by action of debt.

Clause 77—Provides that no action or proceedings for the recovery of penalties or damages, except in the cause, and with the consent, of the Attorney-General, and in exact habeas processus, the proceedings are to be commenced and carried on in the name of the person in that behalf mentioned.

Clause 78—All acts of the Board of Trade may be signed by one or more persons duly authorized—the official seal, when necessary, to be attached.

Clause 79—Provides that no annual report shall be made to Parliament by the registrar, unless both the list of companies, prominently and completely expressed during the past year, specimens of cases in which application has been made for the examination of penalties for neglect of duty, and the proceedings relating thereto; list of companies prominently registered; regulations made by the committee with regard to the relative regulation to be made by magistrates; returns of persons employed in the registrar's office, with salaries, and rates of remuneration of officers; fees paid for certificates, &c.; fees of magistrate's lists, as fixed by the Commissioners of the Treasury; returns of cases where magistrates have not been duly appointed; a return of penitentiaries maintained; also, number of bankruptcies of companies, and number of cases made by the Board of Trade;—such report to be laid before Parliament within six weeks after the meeting.

Such are the clauses of the Act, and we trust, after such early work the legislature will not, we hope, any remarks.

The London Exchange.—Operations, largely in cotton, have taken place for many years, have within the last few days increased in load. The quantity purchased by the leading houses in the trade amounts to nearly ten thousand bales of jute cloth, which has consequently enhanced the stocks held by the producers. Three large operations having been effected by several dealers for foreign shipment, considerable attention is paid to the value of this article.

ORIGINAL CORRESPONDENCE.

FOREIGN COPPER AND COPPER ORES—THE NEXT BIT OF FREE TRADE.

Sir,—Knowing that you do not want the spirit and independence to speak out fearlessly when the occasion requires it, and feeling well assured that no more party considerations will induce you to refrain from "holding up" men, who in their public capacity challenge public censure, I shall venture, not merely to request the favour of a little space in your columns, but to urge upon you the necessity of following up vigorously yourself the defence of the British miner.

I did not observe any notice in your columns at the time, but it is a fact, and an important one, too, that Lord Sandon and Sir Howard Douglas headed a very influential deputation of importers and smelters of foreign copper ores, who obtained an interview with the Secretary to the Board of Trade at the commencement of the last session, seeking to obtain entire free trade in foreign copper and ores, by abolishing the present protective duty of only 6 to 8 per cent. in favour of the British miners. The same parties (and you seem to be aware of it) are again bringing all their influence to bear upon the Ministry; Lord Sandon is again a free trader (in copper), and great hopes are entertained that his influence, and the terrible tales of the smelters, will prevail upon Sir R. Peel and Mr. Gladstone to sacrifice the British miner next session. You will scarcely believe it, but we have in Liverpool a set of people who, while they pretend to a peculiar anxiety for "equal protection to all British industry," and signalise themselves by their abuse of free trade, are yet actually striving hard to obtain free trade for their own trade; and still more incredible must it appear to you when you know that these "little-bit-for-themselves" free traders are aiding in their endeavours by the representatives of Liverpool, the men who stand up at hotel windows and on the counters of the Exchange—men at election time, pledged to protect the colonial sugar planter, 50 to 100 per cent.—the British landowner 40 to 50 per cent.—and the colonial coffee planter 30 to 40 per cent.

Your spirited appeal to "One and all" shows that you, at least, are not "gagged;" but what has become of the grand committee which was organised in 1841, to protest against the first interference with the British miners' protective?—why do they not meet now, and expose the monstrous injustice and inconsistency of depriving the poor miner of his small protection of 6 to 8 per cent., while he is left a prey to protected timber, protected bread, protected coffee, and protected sugar? Depend upon it, those hardy-faced men of Liverpool are not entirely insensible to public opinion, naming, even, from so far as Cornwall. Let them be assured, and ashamed into fair play; and, if "One and all" are to be placed upon the free trade footing so ungraciously, let them at least know by whom it is attempted. The British copper miners has not much to expect from the shipowners, merchants, and smelters of Liverpool, who live by the freights, commissions, and profits of smelting/foreign copper ores, and send Lord Sandon to Parliament to keep up their own monopoly, and to put down other people's; but there is still one way left to come at them. Let "One and all" but whisper that their motto is to be "Protection for all," or "Free Trade for all," and the agitators for free trade in foreign copper ores will straightway hide their heads, convinced that silence is in this case wisdom. If "One and all" do not speedily hasten themselves in this matter, it will be too late; the only chance which Lord Sandon and the copper smelters have of succeeding with the Ministers is, the probability of their being enabled to point to good Cornwall, and say, "See, Sir Howard, the miners themselves are indifferent about protection, they do not value it." But, if "One and all" are content to pay planters in the colonies, and landowners at home, a great deal more for the necessities of life than they are fairly worth, while they are compelled to sell the produce of their labour in the cheapest market, then are they men of much softer metal than I take them for.

AN OLD COPPER MINER.

Sir,—In continuation of the subject of my last week's letter, I would ask the importers of copper ores from Cuba and elsewhere what they consider, at the time of the alteration, was the object of the imposition of a duty in lieu of the bonding system? Was it the intention of the Government that the foreign miners should thenceforth realise more money by their ores, or was it to remove the very troublesome restrictions connected with the bonding of the same—the duty being considered an equivalent for the extra standard the smelters would pay for the ores? The latter, I take it, was the object; but, from the dissatisfaction of the foreign miners, it might almost be imagined the real intention was the former, and that the measure had proved a failure in its application. True, the Cuban proprietors may say we do not get a better standard now than we had under the former system—consequently, we are in a worse position to the amount of the duty we pay; to which my reply would be—the English miners have since been suffering from a reduction in the standard fully equal to the duty paid by the foreign miner, and this being the case, with what justice can the Government claim to their prayer for a reduction of the duty, without, at the same time, granting an equal relief to the home miner. Seeing that relief cannot, or ought not, to be exported from the Government, since no measure can be devised whereby to improve the position of the home miner, would it not be well for the foreign miners (now I allude more particularly to the Cuba Mine owners), to take into their serious consideration the propriety of bringing over such ores only as will yield them a profit, instead of 1500 tons per month, no one-half of which there is an actual loss, being 700; in this way their profits on the 700 will be increased, not only to the extent of the amount of loss now sustained by the inferior quality, but also by a better standard, for the smaller the quantity of ore sold, the better will the standard be. Another point urged on the Government will, undoubtedly, be, a consideration for the shipping interests—the number of vessels now employed in the ore trade being very great; but as this branch of the business is in the hands of a few of the leading shipowners, by whom large vessels have been expressly built for this trade, and, of course, with a view to their own profit only, I do not conceive that should influence the Government, when interests of national importance are at stake. Before I close, allow me to suggest your calling the attention of the Daily Telegraph to a matter in which they are so deeply interested. Let them hasten themselves it is too late.

O. P. Q.

THE LAWS OF MOTION—NEW INVENTION.

Sir,—I beg to submit through your columns an impartial examination into the principle of an invention, which, together with some observed facts in the laws of motion, I am about to describe. If, from a series of successful experiments in view, I should speak with too much seeming confidence, I sincerely hope that a want of deference to the opinions of my superior in mechanics will not be therefore inferred. Invention, in its progress, seems restricted by Providence, to the wise and, no doubt, the honest; and by his using the phrase "we" in describing it. Perhaps, therefore, we might not wonder at the success he displays, because the public will not quickly consent to forget the wholesale destruction of nearly one hundred people, and leave another hundred or two of their fellow-creatures to a similar fate. Instead of the enter and successful spirit which ought to characterize the explanations of any one connected with an accident of such serious consequences, we find in the production of "Passe-by"—the levity and effrontery of a man conscious of wrong, but determined to put down inquiry by sneer and ridicule. In the first place, he accuses Mr. James Cadman of "overweening presumption," for daring to ask for a sketch of the workings, to enable others to form an opinion of its safety; and asks, whether he is aware of the existence of the men who have pronounced a description of the apparatus mentioned by him as preventing the possibility of explosion?" and at the same time giving notice of the want of water in the boiler; and I think, Mr. Editor, you will agree with me, that were all your correspondents as circumspect in their communications as Mr. Liddell, no such of your valuable space would not be so often occupied in mere trifling.—Aberystwyth, Nov. 29.

F. E. WHITSON.

THE STEAM WHISTLE.

Sir,—I beg to thank Mr. Liddell for his letter, which appeared in your Journal of the 16th inst., and agree with him, that the whistle I described may possibly be liable to error from the causes stated by him. As my only reason for intruding myself as a correspondent in your valuable paper is to gain information, I should esteem it a favour, and no doubt others of your readers also would, if Mr. Liddell would be kind enough to give a description of the apparatus mentioned by him as preventing the possibility of explosion," and at the same time giving notice of the want of water in the boiler; and I think, Mr. Editor, you will agree with me, that were all your correspondents as circumspect in their communications as Mr. Liddell, no such of your valuable space would not be so often occupied in mere trifling.—Aberystwyth, Nov. 29.

F. E. WHITSON.

COLLIERY EXPLOSIONS.

Sir,—A few weeks ago, there appeared in your paper a letter from Mr. Bagwell, with respect to the Haewell explosion, and more recently another from Mr. James Cadman, asking, in a very proper manner, for a sketch of the workings, and further information, on this very distressing subject, with a view to endeavour to devise means of preventing a recurrence of such accidents. In reply to these apparently reasonable requests, what do the public get? Is it a manly and candid explanation from the proprietors of the colliery in question, who ought to have been the first to come forward to satisfy the public mind with the fullest information that could be given?—No; but a flippant sneering letter from some one, signing himself "Passe-by," evidently an interested party, endeavouring, by casting ridicule on persons most properly continuing to call public attention to the Haewell catastrophe, to smother all further inquiry on the subject, and to deter others from exposing themselves to the charge of being classed with "conceited chartists," "self-interested watchmen," &c.

That "Passe-by" is in some way an interested party in this inquiry, is pretty clearly proved, both by his intimate knowledge of the Haewell Colliery, and by his using the phrase "we" in describing it. Perhaps, therefore, we might not wonder at the success he displays, because the public will not quickly consent to forget the wholesale destruction of nearly one hundred people, and leave another hundred or two of their fellow-creatures to a similar fate. Instead of the enter and successful spirit which ought to characterize the explanations of any one connected with an accident of such serious consequences, we find in the production of "Passe-by"—the levity and effrontery of a man conscious of wrong, but determined to put down inquiry by sneer and ridicule. In the first place, he accuses Mr. James Cadman of "overweening presumption," for daring to ask for a sketch of the workings, to enable others to form an opinion of its safety; and asks, whether he is aware of the existence of the men who have pronounced an opinion on this subject? Is there any presumption, Sir, in such information being sought by a man who has devoted nearly twenty-five years to his duties as coal viewer, and who for talent and ability does not, perhaps, rank lower than those eminent men he boasts of. As to "Passe-by" himself, he whom he may, I will venture to say, is to the factory, coal-dust, and sludge as a coal viewer, Mr. James Cadman is not his inferior.

But now to the great question in hand. "A Passe-by" tells us, that the quantity of air passing into the Haewell Colliery is 70,000 cubic feet per minute. In another part of your paper of last week Mr. Hunter says, that the extent of the underground workings there is 100 acres. A more recent and closer than any made by "A Passe-by" has told us, by his practice, that this quantity of air is ten times more than necessary of what ought to be passed through a colliery of that size. I seize, of course, to Mr. Bagwell, who for 120 acres of Welsh coal-dust claimed it necessary to pass into the colliery more air than the Haewell Colliery has the 100 acres!—and yet Mr. Hunter says, that the Haewell Colliery "has a greater quantity of air passing through it than any other colliery he had ever seen"; and Mr. Bagwell says the same, "except one which he thought was equal to it." "Passe-by" but what colliery had they seen—or had they seen Wile's-Rid? Again, Mr. Bagwell quoth his way, "he is to be condemned at the expense and labour that had been bestowed for the purpose of ventilating the mine, and that in his opinion nothing had been spent, nothing left undone, for effecting a due and sufficient ventilation;" and this a diminished number of a colliery requiring for 100 acres less air than the 100 acres the Haewell had thought sufficient for 120 acres. Facts are facts—no room for argument there! Why was the sinking of mine shafts not made?—Why was this engine speed?

From the way in which "Passe-by" introduces the name of Messrs. Faraday and Lupton, after that of Mr. Bagwell, it is evident he makes it to be inferred that they concurred in this opinion; but in doing so makes it to be inferred also, perhaps, to this that himself concurred.

"Passe-by" seems to lay much stress on the air "carrying away" the smoke dust as the great and certain remedy of smoke noise on board. This may very well be, but then he knows, that if the smoke dust were gone, the velocity could be greater, and that the velocity of the air passing through a small smoke duct may be very great, and so the same time the smoke through extensive workings be very small. It is not a rapid

MINING CORRESPONDENCE.

ENGLISH MINES.

WHEEL BREWER MINING COMPANY.

Dec. 3.—An account held on the mine of profit and loss for Sept. & Oct.—
Copper ore sold 1000 October 42112 10 11
Deduct 1 1000 for loss? 74 10 0—1042 0 11
Labour cost for September and October 4200 8 3
Miners' bills for date 107 6 2—47 3 2
Showing a profit of 4142 17s. 6d.; to which add balance in hand at last account, 1000 17s.—making a total of 1042 14s. 6d.; from which deduct 600, a dividend of 5s. per £ 1200 share, leaves a balance in the purser's hands of 4242 14s. 6d.

TRETHILLIAN MINING COMPANY.

No. 26.—An account held on the mine of profit and loss for Sept. & Oct.:—
Labour cost for September and October 4200 10 4
Miners' bills 302 2—352 10 7
Ca.—Copper ore sold 2000 August and 2000 Sept. 4142 3 8
Deduct date 102 0 7

4142 14 1
100 14 1—1042 6 2

Received of brewer adventurers 100 14 1—1042 6 2
Showing a profit of 1042 14s. 6d.; to which add balance in hand last account, 1000 14s. 6d.—making a total balance now in hand of 1042 14s. 6d.

TERESAYAN MINE.

No. 26.—An account held on the mine of profit and loss for Sept. & Oct.:—
Amount of cost for September and October 4200 10 2
Amount of copper ore sold 2000 August and 2000 Sept. 4142 10 2
and 20th Sept. 100 14 1—1042 6 2

Other credits 440 2 2—502 10 11
Showing a profit of 1042 14s. 6d.; to which add balance in hand end of October, 1000 14s. 6d.—making a total balance now in hand of 1042 14s. 6d.

⁴ This includes fully 7000 extra labour and materials for the new works.—The mines continue in poor well, and with every prospect of continuance and even increased prosperity.

CONSOLIDATED TASTOL MINING COMPANY.

Dec. 2.—An account held on the mine of profit and loss for Sept. and Oct.—
Sales of ore September and October 42000 15 8
Off date 257 10 6—3220 5 4
Labour cost September and October 4200 19 4
Miners' bills 1130 7 1—3220 15 4
Showing a profit of 232 7s. 10d.; to which add balance in hand last account, 1000 14s. 6d.—making a total of 14200 14s. 6d.; from which deduct 600, a dividend of 5s. per £ 1200 share, leaves a balance in the purser's hands of 13200 14s. 6d.

H. WILLIAMS. J. MORCOM.

TRELLIGH CONSOLA MINING COMPANY.

No. 29.—At the camp wings, below the eighty, the hole is two and a half feet wide, and worth 2d. per fathom; sloping east, for the benefit of the tributaries; three slopes are worth about 20s. per fathom. At Gardner's shaft, below the sixty, cutting down; this is completed to the seventy fathom level sinking below the seventy, in the country ground favourable. At the seventy, west of Good Fortune, the hole is very large, but not much mineral; ditto, east of ditto, the hole is three and a half feet wide, with stones of ore. At sixty, west of ditto, the hole is two and a half feet wide, and worth 1d. per fathom. The hole in the rise, in the back of the sixty fathom level, east of Headwood's shaft, is twenty inches wide, and worth 1s. per fathom—price for rising 4s., per fathom. The hole in the fifty fathom level, east of Headwood's shaft, is 2d. in. wide, producing some good ore, and is very kindly—price for driving 3s., per fathom. The hole in the wings, sinking under the fifty fathom level, west of Headwood's shaft, is one foot wide, and worth 1d. per fathom—price for sinking 4s., per fathom. The hole in the forty fathom level, east of Headwood's shaft, is eighteen inches wide, and worth 1d. per fathom—price for driving 3s., per fathom; tribute when set 2s. in the 1d. The hole in the rise, in the back of the forty fathom level, east of Headwood's shaft, is twenty inches wide, and worth 1s. per fathom—price for rising 4s., per fathom. THOMAS PENALUNA.

W. SYMONS.

HOLMBOE MINING COMPANY.

Dec. 2.—In the camp wings, sinking below the 110 fathom level, and in same level west of Hitchins' shaft, the ground continues favourable; in the slopes in the back of this level, east and west of Mitchell's wings, the hole is eighteen inches wide, and worth 1d. per fathom; in the slopes west of Lobb's wings the hole is one foot wide, and worth 1d. per fathom; in the south hole slopes, east and west of Goldsworthy's wings, the hole is seventeen inches wide, and worth 1d. per fathom. In the 100 fathom level, west of Hitchins' shaft, the hole is twenty inches wide, and worth 1d. per fathom; in the eastern slopes in the back of this level the hole is one foot wide, and worth 1d. per fathom; in the slopes west of Hitchins' shaft the hole is eighteen inches wide, and worth 1d. per fathom; in the slopes east of the south cross-cut the hole is two feet wide, and worth 1d. per fathom; in the slopes east of Forest's wings the hole is two feet wide, and worth 1d. per fathom; at the level east of Wall's shaft the hole is small and poor. In the eighty fathom level, west of Hitchins' shaft, the hole is at present small and poor; in the slopes at Hitchins' the hole is fourteen inches wide, and worth 1d. per fathom; in the slopes west of Pearce's wings the hole is one foot wide, and worth 1d. per fathom. In the eighty fathom level, west of Hitchins' shaft, we have not as yet discovered the hole; the hole in the rise in the back of this level is six inches wide, at present unproductive. In the sixty-two fathom level, west of the great cross-cut, the hole is ten inches wide, producing good stones of ore. We weighed at quarry, on Friday last, October ore, 100 tons 16cwt. 3qrs.; and compiled November ore, 100 tons 16cwt. T. H. MORCOM.

COMMERCIAL MINING COMPANY.

Dec. 2.—Murphy's engine shaft continues sinking under the seventy-eight fathom level in favourable ground; the Chelverton hole there is without any material objection from last report—chiefly of slate, and producing good stones of lead. At the seventy-eight fathom level west we are about to drive north, before the north hole, which remains standing for a great many fathoms up; at this level driving east, on Chelverton hole, the ground is very favourable, but the hole is unproductive; it is important that we should strike progress to the direction, bearing before us when fifteen or eighteen fathoms—a run of good lead ground on the north hole goes down from the bottom of the seventy. In driving south-east, on the Chelverton hole, we find it going off very regular and large, and, although not as immediately rich in lead, is still productive of good ore, with a small presenting appearance to prove of much consequence to the owner; other operations in the tributary department researches are lately started. At Wombridge the shaft is sinking, but the progress rather slow, from gradual increase of water. The eighteen fathom, total driving east is proved through the run of lead. The ground working on surface, in the back of this level, is yielding good work. The pass of lead, elongated fifty feet, is sold of 10s. 6d. per ton.

R. HOWE.

CALLEGHORN MINE COMPANY.

Dec. 2.—At the north end, in the eighty fathom level, in driving north, the hole is worth 1s. per fathom—the ground is rather dry driving. The seventy-fathom level south is suspended for the present, having put the men to rest, in order to communicate with the north; the hole is worth 1d. per fathom. In the sixty fathom level the hole is worth 1d. per fathom; to the fifty it is producing silver lead ore. On the mapped, or Womby shear, hole we have driven six fathoms east, of the seventy fathom level, which to search all that has been done on this hole, below the salt breccia, the three fathoms brought, the hole is three fathoms, before two fathoms top, with a length of approximately, from six to sixteen fathoms for the last three fathoms; it is difficult to penetrate, producing good stones of copper ore; as many of the veins have small, producing 1d. per fathom. I may also observe, that we intersected this hole in driving from the north to the south of the lead course, where we have a branch of one ore surface, 1d.; I consider this hole to be one of great promise, owing to the recent reported penetration; the intention being mapped in back of this level so the lead course will prevent our driving east for the present.—At the south mine, in the seventy fathom level south, the ground is more elongated than the lead there the cross-cut goes; the hole has also a slightly approximation to the south and the vein is worth 1d. per fathom. In the eighty fathom level there the hole is worth 1d. per fathom. So the thirty-five hole is not as good as it has been in the past months, worth of general 10s. per fathom; we expect more interesting facts in view of this trend west again. Working stamp 10s. fathom seven to fifteen. At Wombridge's hole, in the eighteenth fathom level east, is elongated surface top, with stones of ore. At Blawith's hole, we are driving west of the cross-cut on the Blawith level; it is nine inches big, composed of granite, gneiss, and mica-schist, with stones of ore.

J. E. PEARLINS.

UNITED HILLS MINING COMPANY.

Dec. 3.—In the eighty fathom level, eastern end, the hole is 4 ft. 6 in., wide, twenty inches ore of good quality; in the western end the hole is three and a half feet wide, producing some ore, but not rich. In the seventy fathom level, eastern end, the hole is four and a half feet wide, eighteen inches ore of good quality; in the western end the hole is five and a half feet wide, very throughout, rather improved since last week; in the slopes the hole is three and a half feet wide, two feet of which is producing ore of good quality. In the sixty fathom level, east of eastern shaft, the hole is three feet wide, two feet producing ore of average quality. West of James's shaft the hole is four feet wide, very throughout, coarse in quality; the hole in the slope, sinking below this level, is three and a half feet wide, two and a half feet good ore. In the fifty fathom level the ground is rather more favourable for driving than it has been. In the thirty fathom level the hole is fifteen inches wide, producing a small quantity of good ore, with a promising appearance. In the ten fathom level the hole is fifteen inches wide, producing but little ore.—At Wheel Sparrow, in the fifty fathom level, eastern end, the hole is three and a half feet wide, producing but a small quantity of ore; the hole in the western end is much the same as when last reported. In the forty fathom level, eastern end, the hole is eighteen inches wide, nine inches ore of good quality; in the western end the hole is two feet wide, one foot ore of average quality. In the thirty fathom level no hole broken for the past week. In the twenty fathom level, on Stacey's hole, the hole is fifteen inches wide, eight inches good ore. In the ten fathom level, on Stacey's hole, in driving west, the hole is fifteen inches wide, six inches good ore; in the cross-cut, we have cut a branch of about two inches wide, which we think is an indication of the hole being very near.

N. LAWSON. T. TREVENNER.

GRAT WHEEL MARTHA CONSOLIDATED MINER.

Dec. 30.—The engine-shaft is stuck 2 ft. 10 in. below the seventy, where the hole is eight feet wide, composed of spar, cap, and mould. At the seventy, going west, the hole is two feet wide, composed of cap, spar, and mould, impregnated with copper, and of a more kindly appearance. In the sixty fathom level, going west, the men have now cut through the hole, which is ten feet wide, and just the same appearance as the part we have been driving on, being composed of spar and mould, intermixed with copper. The cross-cut at the forty west is driven twelve fathoms. At the new mine we have been fixing another lift and balance hole, which will be completed by Tuesday next, and we have not been able to sink much in Thomas's shaft this past week. In the ten fathom level east the hole is three feet wide, composed of mould, soft spar, and copper; in the said level west the hole is four feet wide, composed of spar, mould, and copper, and this end, as well as the eastern end, presents a very pleasing aspect, and manifests every indication of yielding great abundance of ore in depth. The deep shaft is driven thirty-six fathoms.

THOMAS PENALUNA.

BEDFORD UNITED MINING COMPANY.

Dec. 3.—At Wheel Marquis, in consequence of increased water, and time taken in alteration of pit-roof, the sinking of the new engine shaft has been off late somewhat slow; it is now, however, six fathoms below the fifty-eight fathom level. The hole in the fifty-eight fathom level east is two and a half feet wide, composed of gneiss, spar, and ore, and in its general character a very promising hole indeed; at this level west the hole is two feet wide, and worth 1d. per fathom. In the forty-seven fathom level west the hole is three feet wide, composed of spar and mould, intermixed with copper. The cross-cut at the forty-west is driven twelve fathoms. At the new mine we have been fixing another lift and balance hole, which will be completed by Tuesday next, and we have not been able to sink much in Thomas's shaft this past week. In the ten fathom level east the hole is three feet wide, composed of mould, soft spar, and copper; in the said level west the hole is four feet wide, composed of spar, mould, and copper, and this end, as well as the eastern end, presents a very pleasing aspect, and manifests every indication of yielding great abundance of ore in depth. The deep shaft is driven thirty-six fathoms.

J. HODGKIN.

WHEEL ST. ANDREW, IN GWYNTHIAN.

Gwyllyn, Nov. 26.—The engine shaft stuck eleven six fathoms, and is still sinking; the middle shaft avays six fathoms, and will be down to the thirty in two months; the eastern shaft six fathoms, and is still sinking; the western shaft seven fathoms, and is still sinking; the cross-course twelve fathoms; the thirty fathom level is still twelve fathoms, and is still driving; the forty fathom level is still twelve fathoms, and is still driving; the五十 fathom level is still twelve fathoms, and is still driving; the sixty fathom level is still twelve fathoms, and is still driving; the seventy fathom level is still twelve fathoms, and is still driving; the eighty fathom level is still twelve fathoms, and is still driving; the ninety fathom level is still twelve fathoms, and is still driving; the一百 fathom level is still twelve fathoms, and is still driving; the一百 and a half fathom level is still twelve fathoms, and is still driving; the one hundred and five fathom level is still twelve fathoms, and is still driving; the one hundred and ten fathom level is still twelve fathoms, and is still driving; the one hundred and fifteen fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving; the one hundred and fifty fathom level is still twelve fathoms, and is still driving; the one hundred and fifty-five fathom level is still twelve fathoms, and is still driving; the one hundred and sixty fathom level is still twelve fathoms, and is still driving; the one hundred and sixty-five fathom level is still twelve fathoms, and is still driving; the one hundred and seventy fathom level is still twelve fathoms, and is still driving; the one hundred and seventy-five fathom level is still twelve fathoms, and is still driving; the one hundred and eighty fathom level is still twelve fathoms, and is still driving; the one hundred and eighty-five fathom level is still twelve fathoms, and is still driving; the one hundred and ninety fathom level is still twelve fathoms, and is still driving; the one hundred and ninety-five fathom level is still twelve fathoms, and is still driving; the one hundred and twenty fathom level is still twelve fathoms, and is still driving; the one hundred and twenty-five fathom level is still twelve fathoms, and is still driving; the one hundred and thirty fathom level is still twelve fathoms, and is still driving; the one hundred and thirty-five fathom level is still twelve fathoms, and is still driving; the one hundred and forty fathom level is still twelve fathoms, and is still driving; the one hundred and forty-five fathom level is still twelve fathoms, and is still driving;

